

## **GOODS MOVEMENT TASK FORCE MEETING MINUTES WEDNESDAY, November 15, 2006**

**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE EXECUTIVE COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

### **Members Present**

Sara Catz, Acting Chair  
Hon. Gene Daniels  
Joanna Capelle  
Jeff Laughton  
Hon. Tonya Reyes Uranga  
Eileen Schoetzow  
Sharon Neely  
Kathleen Wanda  
Peter Greenwald  
Kerry Cartright  
Carla Truax  
Robert Conley  
Kiro Porazo  
Deborah Schencken  
Nancy Pfeffer  
Fred Pearson  
Dan McKell  
Bob Canter  
Hon. Lawrence Dale  
Steve Smith  
Sonia Morales  
Greg Norton

UC Irvine  
City of Paramount  
Metrolink  
California Highway Patrol  
City of Long Beach  
LAWA  
ACE Construction Authority  
Caltrans District 7  
SCAQMD  
Port of Long Beach  
University of Southern California  
Metro  
Association of American Railroads  
Gateway Cities Council of Governments  
Network Public Affairs  
Parsons Brinckerhoff  
Caltrans, Goods Movement  
Port of Long Beach  
City of Barstow  
SANBAG  
Caltrans, District 8  
Orange County Transportation Authority

### **SCAG Staff**

Hasan Ikhata  
Danny Wu  
Philbert Wong  
Phillip Law  
Mike Jones  
Dave Rubinow



## **1.0 CALL TO ORDER**

Sara Catz, Acting Chair for Art Brown, called the meeting to order at 9:30 am.

## **2.0 PUBLIC COMMENT PERIOD**

## **3.0 CONSENT CALENDAR**

### **3.1 Approval Items**

#### **3.1.1 Approve Minutes of October 18, 2006**

Motion to approve was seconded and unanimously approved.

## **4.0 ACTION ITEMS**

Danny Wu, SCAG Goods Movement Program Manager presented an Action Item intended to bring more focus to future task force meetings and to outline structure for future agendas to help Staff identify and refine a list of goods movement strategies to be used for the upcoming Regional Transportation Plan (RTP).

Mr. Wu presented an Agenda Outlook that identifies proposed future agenda items over the next year and that the Goods Movement Task Force approve changing the current monthly meeting schedule to a bi-monthly meeting to be held from 9:30 – 11:30 a.m. The recommendation was based on a recent decline in attendance and participation, numerous conflicting meetings, and the anticipation of upcoming workshops related to the RTP update and Multi-County Goods Movement Task Force Action Plan. Staff believes more focused agenda items and activities are needed for consideration by the task force, particularly as it relates to preparation to completion of the 2008 RTP.

Mr. Wu noted many of the sources that SCAG will use as input for the RTP process and noted that SCAG also has a number of its own initiatives underway to provide additional systems analysis.

Mr. Wu also discussed the expected approach to developing a regional strategy based on infrastructure and operational improvements, environmental and mitigation strategies, and financial strategies and highlighted the need to consider alternative technologies to allow the region to pursue new, innovative technologies that are more efficient and less environmentally damaging for moving freight and containers out of the ports.

Mr. Wu then illustrated the general transportation planning process, which begins with the identification of issues and deficiencies followed by the development and evaluation of strategies, projects, and priorities. The preparation of the transportation plan leads to development of the regional transportation program and implementation. He then discussed the numerous current and past studies that had been completed.

Mr. Wu then discussed the “Regional Strategy for Goods Movement: A Call for Action” that was prepared at the request of Sunny McPeak in February 2005 and comprised of a



\$26 billion dollar list of improvements containing short-term and long-term improvement strategies. He discussed details of the expenditure strategy along with the results of the Port and Modal Elasticity Study Phase I that concluded a combination of container fees and truck tools could be used to finance the \$26 billion dollars in infrastructure improvements along with an additional \$10 billion dollars for environmental mitigation strategies. Staff recommended using this strategy as a baseline meant to ultimately serve as input into the RTP. The agenda outlook will be updated periodically.

A list of agenda items that that Staff hoped would be brought to the Goods Movement Task Force over the next year was presented. The list included the proposed bi-monthly schedule meeting, the general RTP update schedule and ongoing efforts that are underway throughout the region. Specific milestones for each project were listed that to provide meaningful input into the RTP.

Mr. Wu asked for the concurrence of the Goods Movement Task Force on the receive and file item and the proposed long range agenda along with approval of the change in meeting schedule.

A motion to receive and file the Goods Movement Task Force Agenda Outlook and approve the new meeting schedule was made, seconded, and approved.

## **5.0 INFORMATION ITEMS**

### **5.1 Schedule for 2008 RTP update.**

SCAG Staff Program Manager, Naresh Amatya, gave a brief update regarding next Regional Transportation Plan noting that major activities were occurring. The first was the development of an administrative modification to the 2004 RTP called the “Gap Analysis” to bring the 2004 RTP into compliance with the new requirements of SAFETEA-LU by July 1, 2007. Mr. Amatya said the action was important to allow the region to move forward with its planning processes and deliver projects.

He indicated that completion of the GAP analysis project would not change the content of the plan itself such as changes in projects or scopes in the Plan. Mr. Amatya said that the Gap Analysis would augment a policy framework that is lacking in the current plan and required by SAFETEA-LU. SCAG had completed a preliminary draft that would be presented to the Transportation and Communication Committee (TCC) in December for their endorsement. If the plan was approved by the TCC, it would then go to the Regional Council for approval and finally forwarded it to federal agencies for their certification.

Mr. Amatya said that the Gap Analysis did not require new emission analyses, changes in fiscal constraint requirements, or any actions related new environmental impacts.

Mr. Amatya said that SCAG was on target to adopt the plan by December 2007 as originally planned. If the Gap Analysis is approved, SCAG will begin to update



the Plan every four years versus three per SAFETEA-LU. Until the GAP analysis is approved, some risk still exists and SCAG is moving forward under the assumption that the Plan will be adopted in December 2007. To accomplish that, the next update must be adopted by August or September 2007.

## **5.2     2007 Update to Air Quality Management Plan**

Mr. Peter Greenwald, SCAQMD, said that under state law, SCAQMD is required to update the regional air quality plan every three years. The plan, released in draft form four weeks ago, showed how SCAQMD planned for this region to attain two new federal ambient air quality standards - the 8-hour ozone standard and the new federal standard for particulate matter, PM 2.5. Mr. Greenwald said the significance of the plan lies in the large amount of emission reduction needed to attain required standards which are far in excess of the emission reductions needed to attain the pre-existing standards. The control strategy described in the draft air quality management plan is a joint strategy to attain both standards. There is a good deal of interplay between the attainment strategies because control of the same pollutants, primarily sulfur oxide, nitrogen oxide, and volatile organic compounds will result in needed reductions for both of the pollutants. Strategy and technical analysis were being conducted to determine the proper mix of needed emissions reductions.

Mr. Greenwald noted emissions progress achieved by the region but said that the area had a significant way to go as adverse health impacts are still present and new reductions were needed to meet the new standards. He then specified the dates required for attainment.

Mr. Greenwald said the required levels of emission reductions could not be achieved without very significant controls for sources in goods movement pointing out that a higher level of percentage reductions must come from the port-related sources. He proposed accomplishing these reductions through low-sulfur fuels for marine vessels and other source categories.

Mr. Greenwald said that SCAQMD planned submittal of the SIP for the 8-hour ozone and pm 2.5 attainment by June of 2007. This AQMD management plan, upon approval, would become the portion of the state implementation plan which addresses the attainment needs for 8-hour ozone and pm 2.5 in South Coast AQMD. AQMD expected its board to act on the plan by Spring of 2007 and CARB hearings to occur shortly thereafter.

## **5.3     Presentation on San Pedro Bay Ports Clean Air Action Plan**

Dr. Robert Canter, Director of Planning for the Port of Long Beach, said that regulatory agencies had worked together to create the San Pedro Bay Clean Air Action Plan to address areas in the maritime sector that had traditionally not been regulated or under-regulated. He said that AQMD, the EPA, CARB, and the two ports, Los Angeles and Long Beach had participated.

Dr. Canter emphasized that diesel particulates were the main driver for the health risk analysis associated with evaluation of the projects. The high sulfur content of vessel fuels were major targets of the program, specifically NO<sub>x</sub> and SO<sub>x</sub>. Problems exist as the basin currently exceeds federal ozone and particulate matter standards.

The study used the California Environmental Quality Act to assess a new projects and operational impacts and had a goal of meeting a 10 in one million excess cancer risk threshold.

He also said the Port of Long Beach would contribute major funding over the next five years to retrofit dirty trucks reduce emissions. He said that a voluntary speed reduction program for ocean-going vessels had been active for about four years with compliance at nearly 87% and also mentioned the desire to promote cold-ironing for vessels as a method of emission reduction. He also noted other retrofit technologies to be applied to vessels in service saying that significant investment in infrastructure to provide electricity was planned.

Dr. Canter said the a number of local rail providers would be replacing 100% of their locomotives Tier 2 EPA locomotives supported by money from the Ports, AQMD, and Pacific Harbor Line and that any new purchases must meet or exceed future EPA Tier 3 requirements on the locomotives. He said that the group was also encouraging the use of alternative forms of fuel and the use of liquefied natural gas or compressed natural gas.

Dr. Canter said that 100% of the cargo handling equipment in the Ports of Long Beach and Los Angeles were retrofitted with a diesel oxidation catalyst, similar to a catalytic converter for the off-road equipment, and were using emulsified diesel. The transition lowered emissions significantly, but greater reductions were possible. He also noted the importance of infrastructure investments like grade separations and on-dock rail in reducing emissions.

Dr. Canter emphasized the importance of investment in new technologies and the support for such efforts from the Ports, the EPA, and CARB. He said that more efficient emissions reduction strategies could be implemented by leveraging lease agreements. The goals for such initiatives included eliminating, on an annual basis, over 1,200 tons of diesel particulate per year, 13,000 tons of NO<sub>x</sub>, and in excess of 2,700 tons of SO<sub>x</sub>.

Dr. Canter said the boards of the Ports of Los Angeles and Long Beach would meet November 20<sup>th</sup> to consider adoption of the plan.

#### **5.4 Update on Multi-County Goods Movement Action Plan Strategies and Outreach Activities**

Ms. Michelle Smith gave a brief history of the Multi-County Goods Movement Action Plan (MCGMAP) noting that the group had decided to use technical memorandums and deliverables as building blocks to get input from stakeholders.

Ms. Smith said that stakeholder advisory groups would meet every two months to get input through surveys. In February 2006, the first MCGMAP survey was launched by mail and made available on the project website. The website has been used to notify stakeholders about meetings, to post PowerPoint presentations prior to stakeholder group meetings, and draft technical memorandums. A draft memo was to be posted by shortly that looked at the port demands in three different scenarios and evaluating what the impact would be on the rail and highway systems. A systems performance report was prepared to determine system response for 30 million TEUs in 2030.

Working closely with the project partners and the TAC, twenty-five criteria to evaluate the possible project bundles were identified and will be made available at the next Goods Movement Task Force Meeting. Ms. Smith said that survey 2 would allow each agency to view the project bundling which the consultants will analyze to determine the effect on the various corridors.

Based on feedback from stakeholder meetings, there is a need to consider financing and mitigation strategies in mind since goods movement may well impact communities. Because of this, the consultant is also beginning to frame the action plan to help identify which strategies may become solutions to the goods movement challenges in this area.

In February 2007, public workshops are scheduled to begin to get community input. In addition, another stakeholder advisory group meeting will occur so that the MCGMAP Task Force can begin to present a draft action plan based on workshop comments, advisory group meetings, and technical memorandums to various county commissions, committees and boards. The hope is that technical information from the consultants will guide decision-makers as to which projects should proceed.

## **6.0     STAFF REPORT**

Mr. Wu provided the staff report. He reported on the following items:

- State Business Transportation Housing Agency and CAL APA will be holding their integrated working group meeting November 17 to discuss passage of Prop 1B, the State Goods Movement Action Plan, and implementation status of CARB's emission reduction plan.
- The next TAC meeting for the Inland Port Feasibility Study will be held November 30, 2006.
- Registration is open for the 2007 Faster Freight Clean Air Conference, to be held February 26-28, 2007 at Long Beach Convention Center.
- The Center for Commercial Deployment of Transportation Technologies is hosting a technology conference at the Queen Mary on November 16, 2006.



Two new employees joined SCAG: Mike Jones as an Assistant Planner in Goods Movement and Richard Marcus as Maglev Program Manager.

**7.0     NEXT MEETING**

Wednesday, January 17, 2007

9:30 – 11:30 a.m.

SCAG offices, San Bernardino A&B Conference Room

**8.0     ADJOURNMENT**

The meeting adjourned at 11:30 a.m.